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GUIDE

TO THE

UNION PACIFIC

RAILROAD LANDS

12,000,000 ACRES

BEST

FARMING AND MINERAL LANDS IN AMERICA,

FOR SALE BY THE

UNION PACIFIC RAILROAD COMPANY,

IN TRACTS TO SUIT PURCHASERS AND AT LOW PRICES.

I hear the tread of pioneers
Of nations yet to be;
The first low wash of waves, where soon
Shall roll a human sea.—*Whittier.*

LAND DEPARTMENT:

UNION PACIFIC RAILROAD BUILDING,

COR. NINTH AND FARNAM STREETS.

OMAHA:

OMAHA HERALD STEAM PRINTING ESTABLISHMENT.

1870.



BUY TICKETS DIRECT TO OMAHA.

Through Rates from Prominent Points:

	FIRST CLASS.	SECOND CLASS.
Montreal, Canada.....	\$41 00	\$30 90
Quebec, ".....	44 00	31 00
Kingston ".....	38 00	28 00
Toronto, ".....	35 50	26 40
Hamilton, ".....	34 50	25 40
Portland, Maine.....	39 00	
Rutland, Vermont.....	41 50	
Boston, Massachusetts.....	40 00	35 40
Providence, Rhode Island.....	39 25	35 40
Hartford, Connecticut.....	38 25	
New York, New York.....	38 00	33 40
Albany, ".....	38 00	33 40
Syracuse, ".....	38 00	28 60
Binghampton, ".....	37 50	
Rochester, ".....	36 90	26 90
Buffalo, ".....	35 50	25 40
Philadelphia, Pennsylvania.....	37 00	33 40
Harrisburg ".....	36 00	25 00
Pittsburgh, ".....	34 00	
Washington, D. C.....	36 50	33 40
Wheeling, West Virginia.....	34 25	29 65
Baltimore, Maryland.....	36 50	33 40
Louisville, Kentucky.....	29 00	
Nashville, Tennessee.....	39 85	
Cincinnati, Ohio.....	30 00	25 00
Cleveland, ".....	31 00	23 40
Columbus, ".....	31 45	26 85
Toledo, ".....	27 50	21 40
Detroit, Michigan.....	28 50	21 40
Indianapolis, Indiana.....	27 10	22 50
Fort Wayne, ".....	25 15	20 65
Chicago, Illinois.....	20 00	15 40
Springfield, ".....	19 00	
Cairo, ".....	24 00	22 50
Milwaukee, Wisconsin.....	23 00	18 40
Madison, ".....	21 70	
St. Paul, Minnesota.....	34 60	
St. Louis, Missouri.....	18 00	16 00
St. Joseph, ".....	8 00	
Davenport, Iowa.....	14 65	
Des Moines, ".....	6 85	





MAP
OF THE
**UNION PACIFIC
RAILROAD**
AND ITS
CONNECTIONS.

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OMAHA, NEBRASKA:
LAND DEPARTMENT: UNION PACIFIC RAILROAD BUILDING,
CORNER NINTH AND FARNAM STREETS.

1870.

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Printed at the Office of the Omaha Daily Herald.

STATEMENT.

In presenting to the public a new edition of the Descriptive Pamphlet, it may be stated that the Office of the Land Department was opened for business and the sales of land commenced, July 28th, 1869. During the first year, the sales were restricted to a tract included within the ten mile limits on the first two hundred miles of the Road. The lands offered have been eagerly taken by settlers. Some two hundred and fifty thousand acres have been sold, amounting to upwards of One Million Five Hundred Thousand Dollars. At the same time the intervening sections of rich government lands on the line of the Railroad are rapidly settling. Thousands of industrious, enterprising citizens have availed themselves of the splendid opportunities presented to men of limited means, to acquire homes in a rich, productive State, with a delightful climate, on the line of the Great Union Pacific Railroad, where, in connection with cheap lands, are enjoyed all the advantages of civilization.

A large, additional amount of land has been placed in market; greater facilities are offered, and the terms of payment rendered still more favorable. Other lands in Wyoming, Colorado and Utah will be placed in market from time to time as the United States Surveys are extended.

The present edition of the pamphlet has been revised and enlarged. New and improved maps have been made, and much additional and valuable information given, intended to aid persons contemplating emigration.



GENERAL DESCRIPTION.

The Union Pacific Railroad, commencing at Omaha on the Missouri River, traverses the State of Nebraska, passes along the north-eastern portion of Colorado, crosses southern Wyoming, and at Union Junction on the northern shore of the Great Salt Lake, in Utah, connects with the Central Pacific Railroad for Sacramento, San Francisco and all points on the Pacific Coast, making an unbroken line of Railway of nearly two thousand miles. In conjunction with its eastern connections, it forms the only all rail route between New York and San Francisco, a distance of three thousand four hundred miles, and reduces the time from ocean to ocean to a less period than one week.

It is now more than twenty years since the grand idea of a trans-continental railway began to agitate the minds of the leading statesmen of America. As early as 1849 a project for the construction of a railroad from Lake Michigan to the Pacific Ocean was reported by a committee of the National House of Representatives. It was not, however, until the 29th of October, 1863, that the "Union Pacific Railroad Company" was organized and the great work formally commenced.

The building of the Pacific Railroad was a marvel of enterprise, energy and skill. As the work advanced from its base of supplies, the rate of construction was accelerated. The materials for super-structure of each mile of the road weighing not less than three hundred tons, together with the supplies necessary for the grand army of workmen and draught animals, were transported along the entire line from Omaha. These supplies were gathered a thousand miles eastward, accumulated in enormous magazines at eligible points of distribution, and transported to their respective localities without, in the least, interfering with the regularity of the work. In the face of these increasing difficulties, the rate of construction rose to six or eight miles a day, and on the 10th day of May, 1869, the junction of the Union and Central Pacific Roads was effected near the head of Great Salt Lake, in the Territory of Utah.

Thus, the grand problem, which for twenty years had perplexed the heart and brain of the American people, was solved, the most stupendous enterprise of the age was accomplished, and a great international steam highway established, over which will be conveyed, with ever increasing volume, the rich commerce of China, Japan, Hindoostan and the East India Islands.

To aid in the construction of this great National Road, the United States Government conferred upon the Union Pacific Railroad Company, a magnificent Land Grant, amounting to Twelve Million Acres, or nineteen thousand square miles—a domain equal in area to the States of Massachusetts, Rhode Island and Vermont.

LOCATION OF THE LANDS.

These lands are contained in alternate sections of one square mile each, within a breadth of twenty miles on either side of the Railroad, and extend along the entire line. They are situated on about the 41st degree of North Latitude, the central line of the great Temperate zone of the American Continent, giving a climate equally removed from the severe cold and long winters of the north, and the hot, relaxing influences of the south. They extend through central Nebraska, southern Wyoming, and northern Colorado and Utah, and include within their limits the splendid agricultural lands of the Platte Valley, the great natural pastures of the Laramie Plains and the valleys of Lodge Pole Creek and Bear River, and the rich iron and coal fields between the Black Hills and the Wahsatch Mountains. The sections which are designated by odd numbers belong to the Railroad Company, the even numbered sections within the same limits are reserved by the Government for actual settlement and can only be obtained under the Homestead and Pre-emption Laws, by which wise provision these valuable lands are kept out of the grasp of the speculator, and preserved for the settler and his children.

A portion of these lands, extending from the Missouri River, westward, twenty miles on each side of the Railroad, have been placed in market by the Company, and are now selling to settlers at low prices, and upon very favorable terms of payment.

They are located in Nebraska, in the Great Platte Valley, upon the immediate line of the Railroad.

This remarkable Valley, through which the Pacific Railroad extends for more than three hundred miles, is from ten to fifty miles in width,

and is widely celebrated for its picturesque scenery, rich productive soil, and mild and healthful climate. From any point on the Railroad, the traveler beholds, stretching away to the distant horizon, the gently undulating prairie, a flowery meadow of great fertility clothed in nutritious grasses, and watered by numerous streams, the margins of which are skirted with timber. Persons settling in this valley will not find it a "new country." Neighbors are nowhere distant, towns and villages are springing up and rapidly growing in size and importance, extensive and well cultivated farms and thriving communities are found throughout the entire tract. Equal facilities for obtaining pleasant homes, and acquiring competence and independence, have never before been presented to the emigrant and settler.

ADVANTAGES OF POSITION.

In natural advantages, the valley of the Platte is unsurpassed. It comprises the central portion of the State of Nebraska, and is in about the same Latitude with the cities of New York and Philadelphia. It is distant, both from the oceans and the great lakes of the interior. As a result, the air is dry, the storms of rain are of short duration, and it is exempt from those long and drizzly seasons of wet weather so annoying to the farmers in many parts of the country, while there is an abundance of rain for useful purposes. The dryness of the atmosphere, and mildness of the climate, render this Valley peculiarly adapted to persons predisposed to pulmonary diseases, many of whom rapidly recover under its influence and become hale and robust.

Bilious complaints, fever and ague, and other disorders resulting from miasmatic influences are much less frequent than in most sections of the west. No portion of the United States is less affected by epidemic diseases. The land is well watered. Numerous streams intersect the Valley, many of which afford excellent water power and valuable mill sites. Springs abound, and good water can usually be obtained at a depth of from ten to thirty feet. The surface is sufficiently rolling to allow the surplus water to drain off, which would otherwise stagnate and produce disease. The low grounds are not soft, and swamps and marshes are unknown.

SOIL AND CLIMATE.

The surface of the country is divided into bottom and table lands and rolling prairie. The soil of the bottom lands is of a rich alluvial

character, of great depth and inexhaustible fertility, producing splendid crops of wheat, corn, oats, barley, potatoes, etc. It is light and friable, of easy culture, and may be ploughed to any depth required. From the absence of hard pan and other impervious substances, it possesses the singular property of resisting both unusual wet and continued drouth, so that a failure of crops from either, is an unheard of event. The soil does not bake after rain, and deep mud is never known. The table lands are rolling, consisting of a series of "divides." Upon some of these divides separating the larger streams, the crests are flattened out into level plains frequently of several miles in area. The soil of the table lands is similar to that of the bottoms but not so deep.

The climate is exhilarating and healthful, milder than in the same latitude in the eastern states, and the atmosphere is dry and pure. Spring and Fall are the rainy seasons, affording sufficient moisture for the growths of the soil. During the Summer and Winter, the weather is usually dry. The heat of Summer is tempered by the prairie winds, and the nights are cool and comfortable. The Autumns are like a long Indian Summer, extending into the latter part of December. The winters are short, dry and invigorating, with but little snow. Cold weather seldom lasts beyond three months, with frequent intervals of mild, pleasant days. The roads in winter are usually hard, smooth and excellent. The mean temperature is 50° , and annual rain fall 25 inches.

PRODUCTIONS.

Nebraska is pre-eminently a wheat growing state. Its soil and climate appear most admirably adapted to the production of this cereal. The average yield per acre is from 25 to 30 bushels, exceeding the average yield of any other state. The grain is of a superior quality, commanding at St. Louis from ten to fifteen cents per bushel more than any other wheat in the market.

Corn is also a leading production, averaging from fifty to seventy-five bushels to the acre. While for the culture of oats, rye, barley, potatoes, and other crops usually raised in the northern and eastern States, this State is well adapted, and large returns are realized. Sweet potatoes, sorghum, tobacco, etc., are cultivated with success. It is believed, also, that this State by soil and climate is particularly

well adapted to the cultivation of the sugar beet, which forms so large and important a product of France and other European countries.

FRUIT.

Of the capacity of this State for fruit culture, there is no longer any question. Apples, pears, peaches, plums, cherries, grapes, currants, berries, etc., have been sufficiently tested to prove that they can be easily and profitably grown. Wild Fruits—plums, grapes, berries etc., abound in the groves and are a valuable product to the early settler, supplying the place of cultivated fruits. It has been fully demonstrated that Nebraska is destined to take high rank as a fruit growing State.

MARKETS.

In market facilities, Nebraska is peculiarly favored, occupying a central geographical position midway between the two oceans. On the line of the Great Trans-Continental Railroad, it possesses advantages for the disposal of its surplus grain and stock, unsurpassed by any other western state. To the west are vast mining and pastoral districts, inhabited by a population, who, giving but little attention to agricultural pursuits themselves, must, to a great extent, draw their supplies from this state.

The Union Pacific Railroad, intersecting these mining and pastoral regions, extends through the entire State of Nebraska, to the Missouri River on the east, at which point four competing Railroads connect it with Chicago, St. Louis, and other great eastern markets. In the early history of other western states, great inconvenience and many hardships resulted from the want of markets where the products of the farm could be sold and the necessary supplies obtained; settlers were compelled to haul their grain many miles over bad roads and unbridged streams, and then to sell at very low prices, until relieved by the construction of railroads. Settlers on the lands of this company, will find a great Railroad already constructed, and long trains conveying the travel and commerce of the world, daily passing within convenient distance from their homes, bringing the advantages of civilization, and furnishing at every station a market for their surplus productions, where the highest prices may be demanded and obtained, and from which grain and stock may be conveyed *without breaking bulk* to the great markets East and West.

TIMBER.

Nebraska is almost exclusively a prairie state, with no dense forests, nor vast bodies of timber requiring the toil of a lifetime to remove, in order to open a farm. Her beautiful valleys and undulating plains are ready at once for the plow, and to award the first labors of the husbandman with abundant crops, yet there is no scarcity of timber for immediate use. In the towns of the interior, and along the line of the Railroad, wood for fuel is sold at prices often lower than in many towns of the same size in the older and timbered states. Along the margin of nearly every stream, on the bluffs and in the ravines, more or less timber is found, often expanding into extensive groves. Among the settlements where the fires are kept out, trees spring up spontaneously and grow with great rapidity. Large tracts which but a few years since contained not a single shrub, have thus become thickly covered with a thrifty growth of young timber.

The principal indigenous trees are the cottonwood, elm, ash, box-elder, soft maple; the different varieties of oak, black walnut, hackberry, hickory, willow and cedar. Hackberry is a half hard wood unknown at the east. Cottonwood is a light, porous, yellowish white wood, of remarkably quick growth. It is to the Missouri Valley, what the pine is to North Carolina. It grows everywhere, and under all circumstances; it is much used for building purposes, and as a fuel, makes a quick hot fire. It should be the first care of the settler in this State, to set apart a portion of his farm for the growing of trees. Ten acres of cottonwood, hackberry and black walnut, planted eight feet apart each way, and cultivated five years, will thereafter supply all the fence posts and fuel required for an ordinary farm. Many farmers in different parts of the State, are now reaping the fruits of their foresight and care in this respect, and are abundantly supplied with timber, from groves of their own planting. Prof. Hayden gives, in his report to the Commissioner of the General Land Office upon the geology of Nebraska, the following results of his measurement of forest trees grown by farmers in different parts of the State:

J. T. GRIFFIN'S FARM—Douglas County.

KIND.	GROWTH.	HEIGHT.	CIRCUMFERENCE.
Cottonwood.....	10 years.....	30 feet.....	2 feet. 11 in.
".....	7 ".....	—.....	2 " 6 in.
Soft Maple.....	10 ".....	—.....	2 " 8 in.
".....	7 ".....	15 feet.....	2 " 1 in.
Common Locust.....	10 ".....	15 ".....	2 " —
Honey Locust.....	10 ".....	—.....	1 foot 8 in.
Black Walnut.....	10 ".....	15 ".....	1 " 1 in.

DR. LOWE'S FARM—Douglas County.

Cottonwood.....	10 years.....	40 feet.....	2 feet 6 in.
".....	10 ".....	25 ".....	2 " 4½ in.
Common Locust.....	10 ".....	—.....	2 " —
".....	10 ".....	—.....	1 foot 10 in.
Box-Elder.....	10 ".....	—.....	2 feet 2 in.
Apple Tree.....	10 ".....	—.....	1 foot 6 in.
Silver Poplar.....	7 ".....	—.....	2 feet 4 in.

REV. J. G. MILLER'S FARM—Cass County.

Lombardy Poplar.....	4 years.....	20 feet.....	1 foot 3 in.
Cottonwood.....	4 ".....	20 ".....	1 " 6 in.

J. S. MORTON'S FARM—Otoe County.

Cottonwood.....	10 years.....	50 feet.....	4 feet
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FENCING.

Efficient herd laws have been enacted, rendering fencing unnecessary. Most farmers, however, are turning their attention to the cultivation of the osage orange hedge, and have met with great success. This plant is easily cultivated, grows very rapidly, and will, in three years, form a hedge sufficient to turn stock. These hedges form a shade and shelter for the stock, and give a most delightful appearance to the farm.

LUMBER AND BUILDING MATERIAL.

The native lumber is chiefly cottonwood. It can be obtained at low figures, and answers a very useful purpose in building. Pine and other prepared lumber are shipped directly from the great lumber markets of the east without breaking bulk, and are sold at convenient points on the line of the Union Pacific Railroad, at prices but little in advance of Chicago rates. Quarries of excellent building stone have been opened at different points, and good brick material is found in every portion of the state.

READY-MADE HOUSES.

Several enterprising firms in Chicago are doing an extensive business in the manufacturing of ready-made houses. Their agents are located at convenient points, and to settlers desiring comfortable buildings for immediate use, houses are furnished complete in all their parts, at reasonable prices and without delay. These buildings are made of good material, each part so fitted and marked, that any settler can readily put them together. They are furnished at the cars in Chicago, at but a small expense above the original cost of the material. These houses can be delivered at the nearest station in from ten to fifteen days after the order is received, and range in prices from \$200 upwards.

EDUCATIONAL FACILITIES.

In no State in the Union has more ample provision been made to meet the educational wants of the people than in Nebraska. While in Illinois, Iowa and the older Western States, but one section—six hundred and forty acres—in each township, was set apart for school purposes. In Nebraska, the General Government, with a wise liberality, has donated to this State *two sections*—twelve hundred and eighty acres in each Township—or one eighteenth part of its entire area, as a permanent endowment of the Public Schools. The Legislature has already passed an act designed to save this beneficent gift, and make it of inestimable value to the children of this and future generations. In addition to the public school lands, a grant of about one hundred and thirty thousand acres has been made to the State, to establish and endow a University and Agricultural College, the buildings for which are now in process of erection, and when completed will be opened to all the children of the State.

The common schools are free, and in a flourishing condition. A State Normal School is in successful operation, and Academies and Seminaries, of a high order, have been located in various parts of the State, and are well sustained.

AGRICULTURAL IMPLEMENTS.

Agents for the sale of agricultural implements—reapers, mowers, plows, wagons, and all other kinds of farming tools, are located at the principal stations on the line of the Railroad, and at convenient points in the interior, where all the supplies needed by the farmer can be readily obtained at fair prices.

COLONIES.

The advantages of settling in communities are many and important. By moving in large numbers reduced rates of fare and freight can be secured from Railroad and Transportation Companies. Teams and expensive farming implements can be purchased jointly, and mutual aid rendered in erecting buildings, opening farms, etc. A neighborhood grows up at once, a certain and rapid enhancement in the value of the land purchased is secured. Good society, schools, churches, post offices, mills, stores, good roads, and all other conveniences of life enjoyed in older communities, are created far earlier than is possible where one settler is located at a time, and the growth of population is slow and precarious.

Particular attention is invited to the superior advantages presented by the Lands of the Union Pacific Railroad Company, to parties desiring to locate in Colonies. Heretofore it has been impossible to obtain lands in a compact body, within accessible distances from railroad communications. Half the lands were withheld from the market for the benefit of the road, and the remainder were subject to entry under the Homestead and Pre-emption Laws only, and could be obtained in but limited quantities, and then only by actual settlement upon the identical tract. This difficulty is now obviated. The offering for sale of the Railroad Land, opens for occupancy one of the most desirable and inviting sections of country on the continent. This region, lying upon the Great Trans-Continental Railroad, in easy communication with all parts of the world, intersected by numerous streams, whose margins are skirted by timber, where mill-sites can be found, and all the various forms of industry, successfully pursued, offers inducements never before presented to any people. Excellent selections can be made where the even-numbered sections may be obtained under the Homestead and Pre-emption Laws, and the odd-numbered sections purchased from the Company at low rates and upon favorable terms of payment, enabling communities to lay out town-sites, erect mills, build churches and school houses, and make other improvements in the most eligible locations.

STOCK RAISING.

No portion of the United States furnishes facilities for grazing and stock raising superior to Eastern Nebraska and the lands on the line

of the Union Pacific Railroad. The rich bottom lands of the valleys of the Platte, Elkhorn, Loup Fork, Papillion, Maple, Shell, Logan, and Pebble creeks, Wood River; the Wahoo and Big Blue, are included within these limits, and present vast tracts of the finest meadow lands in America. The boundless unfenced prairies covered with nutritious grasses, with abundance of sweet, pure running water, and groves to shelter from heat and storms, will for years to come, furnish extensive ranges of free pasturage. The mildness of the climate, dryness and purity of the atmosphere and the excellent market advantages offered by the Railroad, render this region peculiarly adapted to this branch of business. The grasses of the bottom and table lands are extremely nutritious. They consist of the varieties known as blue joint, red stem, bunch and buffalo grasses, and are fully equal for hay and grazing purposes to the timothy, clover and other cultivated grasses of the older states, and for winter grazing far exceed any grasses grown at the East. The wild grasses cut from one and a half to three tons per acre. The following statement was received from Moses Stoecking, Esq., of Saunders County, one of the oldest and most successful agriculturalists in the West:

"Steers between two and three years of age, grazing on the Wahoo Valley have been known to gain at the rate of three pounds per day during a long period, as shown by stated weighing on a Fairbank's Scale. For instance: a thrifty two year old steer worth in the Spring \$30.00, run him six months on grass exclusively, then six months on grass, hay and corn. At the end of the year he will weigh 1600 pounds, which at six cents amounts to \$96.00. For milk cows the grasses are also well adapted, producing a full flow of very rich milk. Sheep do remarkably well, always healthy, wool strong, soft and lustrous, with a steady increase in the weight of fleece."

The winters are dry, and the fall of snows usually light, very little shelter is required for stock, and the diseases so common and troublesome in the Eastern States are almost entirely unknown. The raising of horses, mules, cattle, sheep and swine has already engaged the attention of our leading Agriculturalists, many of whom are giving special care to the introduction of superior breeds and meeting with eminent success. With its wide ranges of rich pasturage clothed in luxuriant grasses, its numberless streams and springs of clear, pure water, its mild, dry, and healthful climate, and its unsurpassed market facilities, Nebraska is destined to become one of the finest stock countries in the world.

MINERAL LANDS.

Through a distance of more than four hundred miles, the Union Pacific Railroad crosses a region remarkably rich in coal and iron and other mineral deposits. Immense beds of excellent coal and deposits of iron ore of great thickness are found in the Laramie Plains and the mountains at the West. These mineral lands are included in the Land Grant of the Union Pacific Railroad Company, and are of inestimable value both to the Company and to the entire country along the line of the Road. The Union Pacific Railroad extending through these vast fields of coal and ore, affords a ready means of transportation for the products of the mines both East and West, and offers facilities for building up an extensive and profitable mining interest unsurpassed by those of any other section of this Continent.

The existence of these large deposits of mineral fuel in connection with vast quantities of iron ore in close proximity to this great national thoroughfare, is destined to exert a most powerful influence in the development of the resources of this region and of the entire West.

At Carbon Station, a vein of coal sixteen feet in thickness is being worked, and from one hundred to two hundred tons of excellent coal taken out per day. At Evanston, a vein of thirty feet has been opened of a superior quality. This coal is used in the locomotives of the Union Pacific, Central Pacific, and Utah Central Railroads, and is universally conceded by the Railroad Master Mechanics and Engineers, to be the best and most economical coal for steam purposes in America. It is semi-bituminous, burns readily with a bright flame, is clean, with no disagreeable odor or smoke, and forms no clinker. It is easily lighted, generates heat freely, and is very popular as a fuel. From the coal fields to the Missouri River the grade is descending, rendering transportation comparatively easy. A special tariff of freight for coal has been established by the Union Pacific Railroad Company, by which coal is delivered at the stations on the road at reduced rates.

The fuel question is one which it was feared it would be hard to meet in the far west where timber is comparatively scarce, but the opening of these vast coal fields upon the immediate line of the Great Union Pacific Railroad has solved the problem in a manner as satisfactory as it is valuable.

PASTURE LANDS.

Western Nebraska and south-eastern Wyoming are watered by the North Fork of the Platte and its affluents, among which are Laramie and Sweetwater rivers and Lodge Pole Creek. The valleys of these streams are among the most remarkable grazing grounds in the world.

The Laramie Plains, an extensive plateau, with an altitude of seven thousand feet above the tide, are situated in southern Wyoming, west of the Black Hills, and cover an area of several thousand square miles. The healthfulness of the climate, the dryness and purity of the atmosphere, and the nutritious quality of the grasses upon which stock will subsist in excellent condition during the entire year, are destined to render these plains the pasture grounds of innumerable flocks and herds, and the source of untold wealth. The grasses of these high plains, when ripe, dry upon the stock, forming hay superior to that prepared by the most careful mowing in the Eastern States. The canons and bluffs form abundant shelter during occasional storms. Upon these lands, formerly the favorite grazing grounds of the buffalo, for several years past, large herds of cattle and flocks of sheep have been kept and fattened, and it has been found by experiment that the per cent. of the annual loss of stock herded upon these plains *without hay, grain or shelter*, is less than among the carefully fed and sheltered herds in the Eastern States.

The following letters addressed to Dr. H. Latham, Surgeon of the U. P. R. R., are from gentlemen well known throughout the west, who have been for several years past extensively engaged in stock business in western Nebraska and eastern Wyoming, and are familiar with all the facts connected with the growth and development of that region:

CHEYENNE, W. T., Aug. 21, 1869.

DEAR SIR:

I have been engaged in the stock business in Colorado and Wyoming, for the past eight years; during all that time I have grazed stock in nearly all the valleys of these Territories, both summer and winter. The cost of both summering and wintering is simply the cost of herding, as no feeding or shelter is required. I consider the summer cured grasses of these plains and valleys as superior to any hay. My cattle have not only kept in good order on this grass through all of the eight winters, but many of them thin in the fall, have become fine beef in the spring; during this time I have owned twenty thousand head

of cattle. The per cent. of loss in wintering here, is much less than in the States where cattle are stabled, and fed on corn and hay.

I am confident that this Trans-Missouri Country can defy all competition in the production of wool, beef and horses.

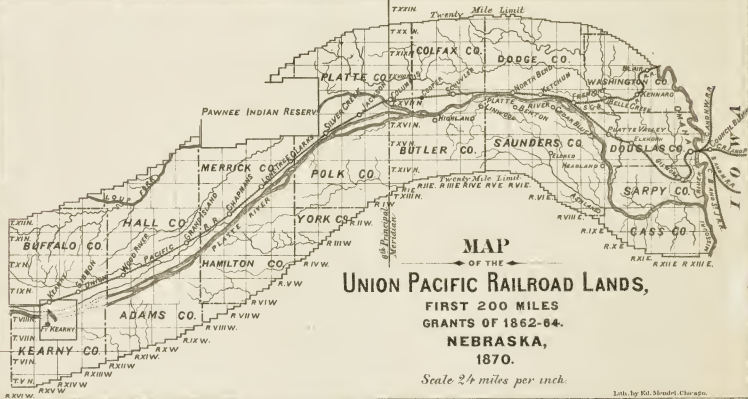
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UNION PACIFIC RAILROAD

PASTURE LANDS.

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I am confident that this Trans-Missouri Country can defy all competition in the production of wool, beef and horses.

Truly Yours,

I. W. ILIFF.

SODA SPRINGS, Utah, May 1, 1869.

DEAR SIR:

I have been grazing cattle on the plains and in the valleys of the mountains for *twenty years*. I have, during that time, never had less than 500 head of work cattle and for two winters, those of 1857 and 1858, I have wintered 15,000 head of heavy work oxen on the plains each winter. Our stock is worked hard during the summer, and come to the winter herding ground thin. Then it is grazed without shelter, hay and grain being unknown. By spring, the cattle are all in good working order, and many of them fat enough for beef. I have often sold as high as thirty-three and one-third per cent. of a drove of work oxen for beef that were thin the fall before, and had fattened on the winter grass. From my twenty years experience, I say without hesitation that all the Country west of the Missouri River is one vast pasture where sheep, horses and cattle can be raised with only the cost of herding.

Truly Yours,

ALEX. MAJORS,

Late of the freighting firm of Majors Russell & Waddell.

CHEVENE, W. T., April 6, 1870.

DR. LATHAM:

In reply to your inquiries as to my experience in grazing on the plains and in the mountains, I have to say that I have been familiar with grazing for eleven years. I have grazed stock each and every summer and winter during that time. I have had experience with horses, sheep and cattle. I have found no difficulty in wintering stock without shelter, other than is afforded by the bluffs and in the canons. My loss in winter has been less than during my experience in stock raising in Ohio. I have now 8,000 sheep which have wintered well on the native grasses. Since bringing them to this cool and elevated country, they have increased in quantity as well as in the quality of the wool. I know of no disease which prevails among sheep in this country. I think this country peculiarly the home of the sheep. I can raise wool here for one-half what it can be raised for in Ohio or other Eastern States.

J. A. MOORE.

NEBRASKA CITY, Neb., Aug. 30, 1869.

DEAR SIR:

Yours of the 23d inst. desiring information in regard to the grazing capabilities of the Great Trans-Missouri Country is received; and in reply, I have to state that from an experience of over thirty years, I am convinced that no country in the same latitude, or even far south of it, is comparable to it as a grazing and stock raising country. Cattle and stock generally are healthy, and require no feeding the year round, the rich bunch and gramma grasses of the plains and mountains keeping them ordinarily fat enough for beef during the entire winter. From my long experience, and the success that I have had with stock in all that country, I have no hesitation in recommending it as an excellent grazing and stock raising country.

Very Respectfully Yours,

S. E. WARD.

HEADQUARTERS DEP'T OF THE PLATTE,
CHIEF QUARTERMASTER'S OFFICE,
OMAHA, Neb., Mar. 1869. }

DEAR SIR:

I have had experience with stock on the plains and in the mountains, for the past four winters. Quartermaster's animals, horses and mules have grazed more or less at the following posts each of the winters of 1866, '67, '68 and '69:

Forts Kearney, McPherson and Sidney Barracks in Nebraska; Forts Sedgwick and Morgan, Colorado; Forts Laramie, Fetterman, Reno, Phil. Kearney, Sanders, D. A. Russell, Fred. Steele and Bridger, Wyoming; Camp Douglas in Utah, and Fort C. F. Smith in Montana.

I am of the opinion that in consequence of the peculiar nutritious grasses, and the lightness of snow falls in all this extent of country, herds of sheep, cattle and horses can be grazed the year round with perfect safety from storms in the winter and with great profit.

Very Respectfully,

WM. MYERS,

Brv't Brig. Gen'l and Chief Quartermaster.

OMAHA, Neb., April 15, 1870.

DEAR SIR:

I cheerfully give you for publication the result of my experience in grazing in the country west of the Missouri River.

My first grazing in that country was the winter of 1859. Since then, for eleven winters, I have grazed more or less stock, including horses,

sheep and cattle in Colorádo, Wyoming, Utah and Montana. The first seven winters I grazed work-oxen mostly. Large work cattle winter on the grasses in the valleys and on the plains exceedingly well, and are in good condition for summer work by the first of May. The last four winters I have been raising stock, and have had large herds of cows and calves. The present winter, I have wintered about eight thousand head. They have done exceedingly well. We have lost very few through the whole winter, and those lost were very thin when winter commenced.

We have no shelter but the bluffs and hills, and no feed but the wild grasses of the country. We have had three thousand sheep the past winter, and they are in the best of order. Many are being sold daily for mutton. Like the cattle, they require no feed or shelter. The high rolling character of the country, and the dry climate and short sweet grasses of the numerous hillsides are extremely favorable to sheep raising and wool growing. I have been interested in stock raising in the States for a number of years where we had tame grass pastures and tame grass hay and fenced fields and good shelter for the stock and good American and blooded cattle, and an experienced stock raiser to attend to them; and after a full trial, I have found that with the disadvantage of the vastly inferior Texas cattle, and no hay nor grain, nor shelter, nothing but the wild grass, there is three times the profit grazing on the plains, and I have as a consequence determined to transfer my interest in stock raising in the States to the plains.

There is no prospective limit to the pasturage west of the Missouri River.

All the wool, mutton, beef and horses that the commerce and population of our great country will require a hundred years hence, when the population is as dense as that of Europe, can be produced in this country and at half of the present prices.

Truly Yours,

EDWARD CREIGHTON,
Pres't First Nat'l Bank of Omaha.

A GOOD INVESTMENT.

To the capitalist, the lands of this Company offer a safe and paying investment. A rapid enhancement in their value is inevitable, and large profits are certain to be realized. It is a well established fact that the wealth of this country is largely due to the rise in the value of real estate. Many persons have acquired fortunes within the course of a few years by judicious investments in Western lands. No former period was ever more favorable for such investments. The Union Pacific and branch railroads already intersect these lands and other railroads are projected and in progress of construction. Emigration from the Eastern states and from Europe is largely in advance of any previous year, and is steadily increasing in numbers and improving in the character of the emigrants. Money invested in lands at the present low rates can not fail to produce, in the course of three or four years, a profit of from one hundred to five hundred per cent. To the mechanic or laboring man, who by a careful economy is able to lay by a small annual saving, the long credit system presents a rare opportunity to secure a home and make provision for the future support of himself and family. The money placed in land is not affected by "revulsions" nor liable to the fluctuations of "stocks." The credit system gives the man of limited means an equal chance with the capitalist to avail himself of the present low prices, and by the payment of a small annual sum to become in five years the owner of a farm and the possessor of a competence and independence for all future time.

ADVANTAGES FROM SETTLING ON THE LANDS OF THE UNION PACIFIC RAILROAD COMPANY.

Among the advantages of settling upon the lands now offered for sale by the Union Pacific Railroad Company, it may be stated that the climate is healthful and temperate, the Winters short, the atmos-

phere pure and salubrious, the soil deep, rich and productive, with a retentive subsoil, containing the most fertilizing properties. Springs and streams are numerous, the rolling surface secures drainage and prevents stagnation. The greater part of the land is prairie, and ready at once for the plow, requiring but one year to open a farm. Wood is found in quantities sufficient for the purpose of fuel, and timber grows with great rapidity. Efficient herd laws render fencing unnecessary. Osage Orange is easily grown, and in three years forms a hedge sufficient to turn stock. All the productions of the Middle and Eastern states are raised in abundance. By soil and climate these lands are admirably adapted to wheat growing, producing a greater average yield per acre than any other State. For STOCK-RAISING, in all its branches, this section is unsurpassed. The Union Pacific Railroad, extending through the State, connecting these lands with the great mineral districts of Colorado, Idaho and Montana, and with markets of the East, furnishes unprecedented facilities for the shipment of stock and the disposal of the productions of the farm at home and abroad. The liberal provision made for education, the freedom from State debt, the rapidity with which this section is settling, the numerous towns and villages springing up along the line of the railway, offering inducements to the merchant and mechanic, render this country a most desirable location for the industrious man of limited means to secure a comfortable home and acquire competence, independence and position.

GENERAL INFORMATION.

Persons with families should not come West entirely destitute of means, to brave the hardships of pioneer life. Many have done so, and have succeeded, and in a few years have been numbered among the most influential and well-to-do citizens of the State, but it more frequently leads to disappointment, homesickness and discontent. A capital of \$200 or \$300 after the land is secured, with which to commence operations, would be of very great advantage. An expenditure of \$50 will complete a cabin in which a family can be comfortably sheltered. A neat one-story frame house with from two to four rooms can be built at a cost of from \$200 to \$600. Good stabling for stock may be constructed with but little expense by the use of a few posts and poles covered with straw or hay.

Settlers coming West and having a long distance to travel, should dispose of their farming implements and heavy or bulky furniture. Bedsteads, tables, chairs, mattresses, crockery, stoves, etc., etc., stock, teams, wagons, tools of all kinds, and farming implements better adapted to this country than those left behind, can be purchased here at reasonable rates, frequently at less than would be the cost of transportation. Clothing, bedding, table linen, books, pictures, and other small articles may be brought with advantage.

The prices at the West, as in older states, are regulated by the supply and demand. As a general rule, all supplies, except the common necessities, and articles of domestic use that can be dispensed with, are dearer; meats, flour, grain, potatoes, etc., are cheaper than in the Eastern states. The following may be taken as average prices at this date—October, 1870:

Work cattle, per yoke.....	\$125 00	to	\$175 00
Horses and mules, per pair.....	200 00	"	40 00
Driving horses, each.....	150 00	"	300 00
Farm wagons.....	100 00		
Harness, double set.....	40 00		

NATIVE STOCK.

Yearlings.....	\$12 00	"	\$15 00
Two years old.....	20 00	"	35 00
Three years old.....	35 00	"	45 00
Cows.....	30 00	"	50 00
Calves.....	5 00	"	10 00
Sheep.....	2 00	"	4 00
Hogs, per pound.....	07½	"	10
Beef cattle, per pound.....	08½	"	05½

TEXAS STOCK.

Yearlings.....	\$ 8 00		
Two years old.....	12 00	"	\$14 00
Three years old.....	18 00	"	20 00
Four years old and upwards, averaging 1000 lbs.....	25 00	"	35 00
Cows.....	17 00	"	20 00

LUMBER.

1 inch Finishing Surfaced, per M.....	\$40 00	"	\$60 00
1¼, 1½ and 2-inch Finishing, Surfaced, per M.....	60 00	"	70 00
Flooring, dressed and matched, per M.....	25 00	"	45 00
Siding, per M.....	20 00	"	27 00
Ceiling, ½ inch, beaded, per M.....	25 00	"	35 00
Common boards, per M.....	25 00	"	30 00
Joists, Scantling, &c., 18 feet and under, per M.....	24 00		
Fencing, per M.....	25 00		
Shingles, A sawed, per M.....	4 25		
Shingles, No. 1, per M.....	3 50		
Lath, per M.....	4 00		

WAGES.

Carpenters, per day.....	\$ 2 50	"	\$ 4 00
Masons, per day.....	4 00	"	5 00
Painters, per day.....	3 00	"	3 50
Blacksmiths, per day.....	3 00	"	4 00
Carriage makers, per day.....	3 00	"	4 00
Day laborers, per day.....	1 50	"	2 50
Shoe makers, per week.....	18 00	"	20 00
Teamsters, per month.....	30 00	"	60 00
Farm hands, per month (board included).....	20 00	"	35 00
Clerks, per annum.....	600 00	"	1500 00
Teachers, per annum.....	500 00	"	2000 00

FARM WORK.

Spring work is usually commenced in February. Wheat is sowed in March and corn planted in May. Prairie should be broken between the middle of May and the middle of July.

TITLE.

By act of Congress the grant of lands is made directly to the Company. They have been entered at the United States Land Offices, and are duly recorded on the Plats and Tract Books of the same. These entries have been approved and the title vested in the Com-

pany, is absolute, and in fee simple. When a purchase is made conveyances are executed vesting in the purchaser a complete and perfect title free from all incumbrances.

PRICES AND TERMS OF PAYMENT.

The lands are sold for cash or on credit. The prices vary from \$2.50 to \$10.00 per acre. A deduction of ten per cent. from the credit price is made to those who purchase for cash.

EXAMPLE.

Eighty acres at \$5.00 per acre on credit. The principal one-fifth cash down, balance in two, three, four, and five years, equal payments. Interest on deferred payments at six per cent. per annum. No payment except the interest due required at the end of the first year.

	PRINCIPAL.	INTEREST.	TOTAL.
Cash payment.....	\$80 00	\$—	\$80 00
Payment in one year.....	—	19 20	—
Payment in two years.....	80 00	19 20	99 20
Payment in three years.....	80 00	14 40	94 40
Payment in four years.....	80 00	9 60	89 60
Payment in five years.....	80 00	4 80	84 80

The same land can be bought for \$360, cash down. The Land Grant Bonds of the Company are taken at par in payment for the lands.

The land is sold in tracts of forty acres and upwards. When sold on time, contracts are made out in duplicate, one of which is delivered to the purchaser and the other retained in the office of the Land Department. Agents will be found at the principal stations on the road, prepared to give information, aid parties in making selections, and forward their applications and money to the office of the Land Department at Omaha. All applications are subject to the approval of this office, and here the contracts are made out.

LAND EXPLORING TICKETS

Are issued, which give the parties the privilege to stop off at any or all, of the stations along the road within the limits of the lands offered for sale, and entitle the holder to a credit of the full amount of the ticket, if he purchase one hundred and sixty acres or upwards, or to a credit of half its amount if he purchase eighty acres. The tickets are sold only at the office of the Land Department in Omaha.

Good hotels will be found at all the principal stations on the road, where those in search of lands will be accommodated at reasonable prices.

Emigrants and all others coming to look at the lands of the Union Pacific Railroad Company, should procure

TICKETS TO OMAHA, NEBRASKA,

Which may be obtained at any of the principal railroad offices in the United States and Canada.

The following railroads connect with the Union Pacific at Omaha, viz.:

Chicago, Burlington and Missouri River.

Chicago, Rock Island and Pacific.

Chicago and Northwestern.

Hannibal and St. Joseph, *via* St. Joseph, Council Bluffs and Omaha.

Sioux City and Pacific.

All these are first-class roads, furnished with all the modern appliances for comfort and safety.

Further information relative to the lands, maps and circulars, and plats of particular tracts, showing the lands for sale and the prices of the same, will be furnished gratuitously on application in person at the office of the Land Department, in the Union Pacific Railroad building, corner of Ninth and Farnam streets, or by letter addressed to

O. F. DAVIS,

Land Commissioner U. P. R. R. Co.,

Omaha, Nebraska.

NEBRASKA.

Nebraska, the youngest State in the American Union, included between the 40th and 43rd parallels of North Latitude and the 95th and 104th degrees of Longitude West from Greenwich, occupies the most favorable geographical position on the North American continent. It extends from the Missouri River Westward to the base of the Rocky Mountains, with an extreme length of four hundred and twelve and a width of two hundred and eighty miles. It has a total area of about seventy-six thousand square miles or nearly fifty million acres of the best farming and grazing lands in America. There are no mountains nor high hills. The surface of the entire State consists of undulating prairie, and vast table lands with rich bottom lands in the valleys of the numerous streams. The principal river is the Platte, a wide shallow stream, which crosses the State from West to East, dividing it geographically into two nearly equal parts. The Northern portion is watered by Niobrara, Loup Fork, Elkhorn, and smaller streams; the Southern portion by the Big Blue, Nemaha, Republican and their many tributaries. The whole State rises from the Missouri River to its Western boundary with a gentle ascent, from one thousand to five thousand feet, giving a dry, clear, bracing atmosphere, and a climate remarkably temperate and healthful.

Nebraska was organized into a territory in 1854 under the famous "Kansas and Nebraska Act," and in the Spring of 1867 was admitted into the Union as the thirty-seventh State. Since its admission as a State, its progress in population and material prosperity has been rapid and substantial. Seven hundred miles of railroads are already in operation and many more in progress of construction or projected. The effect has been to greatly enhance values, and to stimulate growth, enterprise, productions, immigration, commerce, trade, and every kind of business. The State is free from debt, and is endowed

with a grand patrimony of public lands to be devoted to internal improvements and the educational interests of the people.

Nebraska is emphatically an Agricultural State. With its fifty million acres of arable land; its inexhaustible fertility of soil; its delightful and salubrious climate; its central location—midway between the Atlantic and Pacific, and equally distant from the frozen regions of Hudson's Bay and the tepid waters of the Gulf of Mexico, excelling in the production of the cereals and root crops of the Eastern and Middle, and in sorghum, tobacco, sweet potatoes, and the fruits of the border Southern States; its wonderful facilities for stock raising and grazing, the rich verdure of its valleys, the beauty of its magnificent prairies undulating, like the waves of the sea, clothed in luxuriant grasses and spangled with an infinite variety of fragrant and gorgeous flowers, it possesses advantages unsurpassed by any other State.

The vast extent of its manufacturing facilities; its favorable commercial position, crossed by the Great Continental Railroad over which must pass the travel and commerce of the world, and bounded on the East by the Missouri River with its four thousand miles of navigable waters; the rapid development of its railroad system, intersecting every portion of its territory; the noble plan of Free Education, extending its blessings to every child in the State, all conspire to assure to Nebraska a future of success and prosperity unparalleled in the annals of this country.

DESCRIPTION OF LANDS BY COUNTIES.

DOUGLAS COUNTY.

Douglas county, situated between the Missouri and Platte rivers, covers an area of about three hundred and twenty square miles and contains a population of twenty-five thousand people. It is intersected by the Elkhorn and Papillion rivers and their branches. The general face of the county is undulating prairie with bottom and table lands along the valleys of the rivers. The soil is a deep rich loam with clay subsoil. Corn, wheat and other small grains, vegetables and fruits are cultivated with ease and yield largely. It is well timbered and contains fine quarries of excellent building stone. This county was among the first settled in the State. The lands were early taken up and have been made into fine, large, highly cultivated farms. The lands of the Union Pacific Railroad Company, comprising about nine thousand acres and ranging in price from \$6.25 to \$10.00 per acre, are located in the western portion of the county, between the Elkhorn and Platte rivers. They consist of bottom and level table lands, admirably adapted to the purposes of dairy, hay-making, and fruit and vegetable gardening. Their nearness to the stations on the Railroad gives convenient access to the Omaha market, where productions of this character are always in good demand at remunerative prices. This county is crossed by the Union Pacific, the Omaha and Southwestern and the Omaha and Northwestern Railroads.

OMAHA.

Omaha, the capital of Douglas county, is the initial point of the Union Pacific Railroad. It is located on the West bank of the Missouri river, on a beautiful plateau, gradually rising into bluffs. The

city is regularly laid out, the fine broad streets crossing at right angles, and numbering from the river Westward. The level portion of the city is chiefly devoted to business, while the overlooking bluffs are occupied by elegant residences with tastefully arranged grounds. The population which in 1865 was but four thousand five hundred, now numbers upwards of twenty thousand and is rapidly increasing. Blocks of fine business houses attest the commercial prosperity of the city, and stately churches and beautiful private residences display the enterprise, taste and refinement of the citizens. The city is lighted with gas and the Horse Railway extends through the principal streets. The extensive foundry, machine, blacksmith, car and paint shops and other works, and the General Offices of the Union Pacific Railroad Company are located in Omaha. The office of the Land Department is in the Railroad building on the corner of Ninth and Farnam streets.

Florence, on the Missouri River, six miles above Omaha, is a small town. Elkhorn and Valley stations on the Union Pacific Railroad are situated in the midst of thriving farming communities, and are important points for the shipment of grain and other products.

SARPY COUNTY.

Directly South of Douglas, lies Sarpy county, with the Missouri River for its Eastern, and the Platte for its Southern and Western boundaries. It is an exceedingly well watered and well wooded tract and contains some of the most extensive and best stone quarries in the State. The soil is of a rich alluvial character, the surface, away from the river bottoms, is rolling prairie. This county is thickly settled, fine, large, well cultivated and highly improved farms are on every hand, and splendid crops of grain and vegetables are raised. It is crossed by the Union Pacific and Omaha and South-western Railroads and contains five thousand two hundred acres of the Company's lands, which are offered at prices ranging from \$6.25 to \$8.00 per acre.

Bellevue, the oldest settlement in the State, is the County-seat. Plattsford, and Forest City on the Platte are small towns, and Gilmore is a station on the Railroad.

WASHINGTON COUNTY.

This county also lies on the Missouri River and is one of the oldest settled and best farming districts in the State. It is crossed by the Sioux City and Pacific which connects with the Union Pacific at Fremont, and by the Omaha and Northwestern Railroads. It is well watered and abundantly supplied with timber. The greater portion of the county is in a fair state of cultivation. The lands of the Company in this county are among the most desirable in the State. They amount to twenty-eight thousand, acres, and range in price from \$5.00 to \$10.00 per acre.

Blair, the county seat, Bell Creek and Kennard are on the Sioux City and Pacific Railroad. De Soto, Cumming City, Fort Calhoun and Fontenelle are thriving towns.

DODGE COUNTY.

This county lies north of the Platte River in the second tier of counties west of the Missouri, and embraces about four hundred and fifty square miles. The northern portion of the county is watered by the Elkhorn, Logan and Pebble creeks and their branches, and Maple creek crosses the county from west to east. Timber is found along the streams. The surface is bottom land, gradually rising into bench and table land and fine rolling prairie. The soil is a deep sandy loam of inexhaustible fertility, admirably adapted to the raising of grain and to grazing purposes. The average yield of crops is not excelled by any portion of this great grain producing section. The Union Pacific, Sioux City and Pacific, and Fremont, Elkhorn and Missouri Valley Railroads cross this county, and other roads are projected. The streams are well bridged and excellent wagon roads extend through every portion of the county. The population exceeds six thousand and is rapidly increasing. Flourishing towns and villages are springing up on the lines of the Railroads and in other parts of the county. Fine well cultivated farms with good comfortable buildings are found on every hand and school houses at convenient localities. Several mills are now running and the various streams offer many mill sites and water privileges to others desiring to engage in this profitable business. To parties with some capital, who desire to purchase farms and enjoy the advantages of a well settled community, this county offers superior inducements. There are no

vacant government lands in this county. Those of the Union Pacific Railroad Company amount to one hundred and nineteen thousand one hundred and twenty-seven acres and are offered at prices ranging from \$5.00 to \$10.00 per acre.

FREMONT,

The County-seat of Dodge county, is on the Union Pacific Railroad forty-six miles west of Omaha, at the junction of the Sioux City and Pacific and Fremont, Elkhorn and Missouri Valley Roads. It is also connected by stage lines with Lincoln and West Point, at which places United States Land Offices are located. The town is situated on a beautiful, gently sloping bottom at the junction of the Platte and Elkhorn Valleys, which, in this vicinity, are from three to ten miles wide. The city contains about twenty-five hundred inhabitants. All classes of business are represented and well sustained. There are some forty stores of different character, one flouring mill, two brick yards, four lumber yards, plow and wagon manufactories, blacksmiths, photograph galleries, two livery stables, two grain houses, the pioneer elevator, three hotels, two public halls, a fine brick court house, six church organizations, viz.: Methodist, Baptist, Congregationalist, Presbyterian, Episcopal and Roman Catholic, four schools, one weekly newspaper, one bank, and the legal and medical professions, real estate and Insurance offices are numerously represented. Elegant private residences grace the suburbs and the surrounding country is exceedingly fertile, much of the land is well cultivated and improved.

NORTH BEND.

Fifteen miles west from Fremont is North Bend, a telegraph and passenger station on the Union Pacific Railroad. It is a thrifty town of about four hundred people, situated near the river bank and surrounded by a fine agricultural country, where abundant crops give evidence of the fertility of the soil. It is destined at no distant day to become an important town. It contains three stores, two hotels, one lumber yard, two churches and a good school house. The Platte bottom in this vicinity is about five miles wide. Excellent brick material is found in abundance.

Timberville is a post office station near Ketchum side tract, on the Union Pacific. Logan, containing a flour mill, saw mill, blacksmith shop and store; Pebble Creek, with store, hotel, flour and saw mills,

two blacksmith shops, and school house; Jalappa, Monroe, Oak-springs and Galena are post office stations in the midst of flourishing communities.

COLFAX COUNTY.

Colfax county lies on the north side of the Platte, and adjoins Dodge county on the West, to which it is similar in surface and soil. It contains four hundred and thirty-two square miles, with a population of about three thousand. It is watered by Maple and Shell creeks and their branches, which afford fine water power sufficient to drive a hundred mills. The surface, consisting of valleys and uplands, comprise an agricultural country unsurpassed in beauty of scenery, desirableness of location, variety, depth and richness of soil, and purity and healthfulness of climate. Timber is found along the principal streams, and excellent brick material is abundant. This county, although but recently organized, is rapidly settling; many of the Government sections contain from six to eight families each. A large colony from Nova Scotia has located here during the past season; mills have been erected, and churches and school houses are located at convenient distances. In the Northern part of the county a large amount of vacant Government land is still found, which may be obtained by actual settlers under the Homestead and Pre-emption laws. Good wagon roads cross the county in different directions, and the streams are well bridged. It is crossed by the Union Pacific Railroad, and contains 107,266 acres of the Company's lands, ranging in price from \$3.00 to \$10.00 per acre.

SCHUYLER.

The County-seat, is a telegraph and passenger station on the Union Pacific Railroad, seventy-six miles west from Omaha, with an elevation of 1,335 feet. It is a new town, having been laid out in April, 1869, and contains a population of six hundred people, which is fast increasing. Good buildings have been erected, and the various branches of trade are fairly represented. A large business is done in lumber and agricultural implements. The Episcopal, Presbyterian, Methodist, and Roman Catholic Church organizations exist, and several church edifices and a good school house have been built. Schuyler has recently been selected as the point of concentration and ship-

ment to the East for Texas cattle. Extensive yards have been built for their accommodation. It is believed that a very heavy cattle trade will be conducted from this point.

PLATTE COUNTY.

This is a large county lying North of the Platte river. The southern portion is crossed by the Loup Fork of the Platte; and Cedar, Looking Glass, Beaver, Shell and Taylor creeks flow through the county in a southeasterly course. These are all living streams, well stocked with fine fish, skirted with large bodies of timber, and offer excellent water privileges and mill sites. The surface of the country is slightly rolling, with rich bottom and table lands along the Loup and Platte rivers and in the valleys of the numerous streams. Here are found some of the oldest and best cultivated farms in the State, which for thirteen consecutive years have been tilled without a single failure to realize a bountiful crop. The population numbers four thousand, with a good prospect of doubling within the next twelve months. A large amount of Government land is still vacant, and may be secured under the Homestead and Pre-emption Laws. Good roads and well bridged streams rendering traveling easy and safe, and a hospitable people, ever ready to welcome and assist the industrious settler, make the rich, fertile valleys and table lands of Platte county among the most attractive and desirable locations in the West. The soil is a rich, deep, sandy loam, and good water is found at a reasonable depth. This county is crossed by the Union Pacific Railroad, and contains one hundred and eighty-one thousand seven hundred and sixty-eight acres of the lands of the Company, at prices ranging from \$5.00 to \$8.00 per acre.

COLUMBUS,

The capital of Platte county, is a telegraph and passenger station on the Union Pacific Railroad, ninety-two miles West of Omaha. It is pleasantly located on a beautiful wide plateau, where easy drainage and good dry cellars are secured, and possesses many advantages from its geographical position. It is an excellent business point. The country North and West for a distance of from sixty to eighty miles, including the rich valley of the Loup, is tributary to this town; it also derives an extensive trade from the country South of

the Platte. Columbus is one of the oldest towns in the State, and contains about one thousand inhabitants. There are many good stores, a steam flouring mill, several lumber yards, three hotels, a fine brick court house, oneweekly newspaper, and good schools which are well sustained. The Presbyterian, Methodist, Episcopal, Congregationalist and Roman Catholic organizations exist. The three last named have church edifices. The first bridge across the Platte is located at this point, and several projected railroads will here form a junction with the Union Pacific. The adjacent country is exceedingly fertile, and embraces some of the largest and best cultivated farms in Nebraska.

Jackson and Silver Creek Stations, on the Railroad, and Genoa and Monroe, on the Loup Fork, bid fair to become places of importance.

MERRICK COUNTY.

This county, lying immediately West of Platte, is bounded on the South by the Platte river, and crossed by the Union Pacific Railroad. It is watered by Platte river and Prairie and Silver creeks. The land from the Platte to Prairie creek consists of bottom and gently sloping table; from Prairie creek to the Loup it is undulating prairie. Timber is abundant on the Platte and Loup rivers. The soil is a dark, sandy loam, of the best quality and very productive. The water is of excellent quality, and can usually be obtained at a depth of from eight to twenty feet. This county was first settled about 1859, and was organized in 1863. Some of the finest and best cultivated farms in Nebraska are found in this county. Stock raising has been extensively followed with great success. The average yield of wheat is from twenty-five to thirty bushels per acre; corn, from fifty to seventy-five. Root crops are easily cultivated and produce very largely. Several flour and saw mills are located at different points. The lands of the Company in this county amount to one hundred and thirty-one thousand one hundred and sixty-six acres, which are offered at prices ranging from \$3.00 to \$5.00 per acre. There is also a large amount of vacant Government land, which may be secured by actual settlers under the Homestead and Pre-emption Laws, presenting great inducements to colonists. These lands are rapidly settling by a class of thrifty, enterprising farmers.

LONE TREE,

The County-seat, is a passenger and telegraph station on the Union Pacific Railroad, one hundred and thirty-one miles from Omaha. It is situated in a level, productive region, possesses fine natural advantages, and is fast becoming a point of importance and influence.

Clark's and Chapman's are also stations on the Railroad.

HALL AND BUFFALO COUNTIES.

Hall, in which is situated the town of Grand Island, and Buffalo, containing Kearney Station, are large counties, intersected by numerous streams, abounding in fish and wild fowl, and skirted with timber. They are crossed by the Union Pacific Railroad, and embrace three hundred and seventy-nine thousand seven hundred and twenty-three acres of the Company's lands, at prices ranging from \$3.00 to \$5.00 per acre. These counties are watered by the Loup Fork and its branches—Prairie creek and Wood river. The latter rises in the bluffs and runs South until its waters unite with those of the Platte. Along the entire stream and its many tributaries, the land for agricultural purposes is unsurpassed. The banks of the river are well wooded, and the country adjacent supplied with game. This valley is rapidly settling, and already contains many well cultivated farms, which produce splendid crops of wheat, corn, oats, barley, etc. Good flouring and saw mills are located at different points. Timber in large quantities is found upon the Platte and Loup rivers; brick material is abundant, and excellent building and limestone have been discovered on the Loup. These counties offer the very best facilities for stock-raising, and, as a location for colonies, cannot be surpassed in the United States. Extensive tracts of Government lands are vacant, and may be obtained by actual settlers under the Homestead and Pre-emption Laws. The adjacent Railroad lands can be purchased at low rates, and upon easy terms of payment—thus enabling communities to obtain land in a compact body, or to make choice selections of timber, mill-sites, etc., while the stations on the road furnish all the advantages of communication, telegraph, express, and markets for stock, produce and supplies.

GRAND ISLAND.

Grand Island, the County-seat of Hall county, is a beautiful town

named from an island in the Platte river, about two miles distant. It occupies a high plateau, where good drainage and dry cellars are secured, and is among the most desirable town sites on the line of the Road. It contains a population of about eight hundred, which is rapidly increasing. This is one of the regular eating stations on the Union Pacific Railroad, and here are found the first Round-house and Repair shops West of Omaha. The United States Land Office is located at this point. The town also contains four dry goods stores, three groceries, a drug store, furniture store, bakery, brewery, wagon and blacksmith shops, lumber yard, an agricultural implement store, a first-class steam flouring mill with a capacity for turning out one hundred barrels of flour per day, three hotels, a Masonic lodge, one newspaper, and a full supply of law, real estate and insurance offices. The Roman Catholics, Presbyterians, Methodists and Baptists have church organizations, and a fine school building is in process of erection. Grand Island is an excellent business point; an extensive grain trade has already been established. The County has appropriated \$15,000 for bridging the Platte at this point, which will open up a large trade from the South Platte country. Large inducements have been offered to the Burlington & Missouri River Railroad to make this town their point of junction with the Union Pacific. The country in the vicinity is settled by thrifty farmers, mostly German. The soil is exceedingly fertile, producing fine crops of wheat, corn, oats, potatoes, etc.

Grand Island, from which the Station receives its name, is the largest island in the Platte River. It is about sixty miles long and three miles wide. It is well wooded and very fertile.

Pawnee, Wood River, and Gibbon are stations on the Road. Kearney, in Buffalo county, one hundred and eighty-one miles West of Omaha, is named from Fort Kearney, on the South side of the Platte, opposite the Station.

KEARNEY, ADAMS, HAMILTON AND POLK COUNTIES.

These counties, lying along the Platte river, on the South side, are fertile, well watered tracts, with a sufficiency of timber for fuel. They are easily accessible from the stations on the Union Pacific Railroad. The surface of the country consists of bottom and table lands, and rolling prairie. The soil is deep, rich and productive, affording

excellent facilities for stock-raising, and no section offers greater inducements to colonists. Government lands can be obtained under the Homestead and Pre-emption Laws at \$2.50 per acre, and the lands of the Union Pacific Railroad Company are offered to purchasers at the same price, in six annual payments, with a discount of ten per cent. for cash. Settlers are filling up these counties, which will soon be crossed by a branch of the Union Pacific Railroad. From the cheapness of these lands, and their superior agricultural qualities, these counties may be classed among the most desirable tracts now placed in market. They contain four hundred and eighty-seven thousand six hundred and ten acres of the Company's lands.

CLAY AND YORK COUNTIES.

Clay and York counties, South of the Platte river, are fine fertile lands. Surface chiefly undulating prairie, watered by branches of the Big Blue river. The soil is of an excellent quality, well adapted to agricultural purposes. The Company has forty-five thousand and fifty-seven acres of lands situated in these counties, at from \$2.50 to \$3.00 per acre.

BUTLER COUNTY.

Butler county, lying on the South side of the Platte river, about fifty miles West of the Missouri, is a fine agricultural county. It embraces about six hundred square miles, and is watered by Scull creek and Bone creek, which flow into the Platte, and the North Fork of the Big Blue, which flows South. Along the Platte the surface is bottom, but gradually rises into table land. The southern portion is bottom and rolling prairie. The soil is deep and productive.

The greater portion of the Government land is occupied by settlers. Excellent mill-sites are found on the larger streams, many of which are improved. Some of the best ferries on the Platte are in this county, giving easy access to the stations of the Union Pacific Railroad. Butler county is within twenty miles of Lincoln, the State Capital. It contains one hundred and twenty-nine thousand four hundred and seventy-two acres of Union Pacific Railroad lands, ranging from \$3.00 to \$7.00 per acre.

Savannah, the County-seat, Linwood and Ulysses are small towns in the midst of thriving settlements.

SAUNDERS COUNTY.

This county lies South and West of the Platte river, and contains about seven hundred and fifty-six square miles. It is remarkably well watered, being intersected by the Wahoo, Cottonwood and several smaller streams, on which many good mill-sites are found. The surface is chiefly rolling prairie, with fine bottom and table lands in the valleys of the Platte and Wahoo. The soil is of great fertility and productiveness, with no waste land. The lands which were not reserved for the Railroad have been entered, under the Homestead and Pre-emption laws, and are occupied by thrifty settlers. Six or eight families are often found on the same section. No portion of the State is filling up more rapidly than Saunders county. Good ferries, at convenient distances, connect it with stations on the Union Pacific Railroad. Extensive quarries of very superior building stone have been opened at different points, and excellent brick material is abundant. This county contains one hundred and eighty-six thousand three hundred and fifty-four acres of the lands of the Company, ranging in price from \$3.00 to \$10.00 per acre.

ASHLAND,

The County-seat, is a town of some eight hundred inhabitants, situated on Salt creek, near its junction with the Platte. It is an important station on the Burlington & Missouri River Railroad, contains several fine brick buildings, and is rapidly growing in size and influence. Benton and Cedar Bluffs, in the northern, Headland, in the eastern, and Eldred and Wahoo, in the central portion of the county, are post-office stations in the midst of thickly settled communities.

HOW TO SECURE A HOMESTEAD.

There are two methods only, by which a settler may obtain Government Land within the limits of the Union Pacific Railroad Grant.

First, by the

PRE-EMPTION ACT OF SEPTEMBER 4TH, 1841.

Which provides that, "Every person being the head of a family, or a widow, or single man over the age of twenty-one years, and being a citizen of the United States, or having filed a Declaration of Intention to become such, as required by the Naturalization Laws," is entitled to enter at the Land Office one hundred and sixty acres of unappropriated Government Land by complying with all the requirements of the Act.

It has been decided that a single or unmarried woman, not the head of a family, but able to meet all the requirements of the Pre-emption Laws, has the right to claim its benefits.

An individual desiring to obtain land under the provisions of the Pre-emption Act, must FIRST MAKE SETTLEMENT IN PERSON ON THE TRACT by laying the foundations of a house or doing some work with a view of making the same his home. Where the land is "*offered*" the party must file with the District Land Office his Declaratory Statement as to the fact of his settlement within *thirty days* from the date of said settlement, and within one year from that date, must make final proof of his actual residence upon, and cultivation of the tract, and secure the same by paying cash, or filing warrants duly assigned to the Pre-emptor.

Where the land has been surveyed but not offered at public sale, the claimant must file within three months from date of settlement, and make proof and payment within eighteen months from the time of filing the Declaratory Statement, that is, within twenty-one months from the date of settlement.

Should the settler in either of the aforesaid cases, die before establishing his claim within the period limited by law, the title may be perfected by his heirs making the requisite proof and paying for the land. The entry in this case must be made in the name of "the heirs" of the deceased settler, and the patent will be issued accordingly.

The right to the land commences from the date of *settlement*, and the party making the *first settlement* upon a tract of public land is entitled to the right of pre-empting the same, provided he subsequently complies with all the requirements of the law.

When a person has filed his Declaratory Statement for one tract of land, it is not lawful for the same person, at any future period, to file a second Declaratory Statement for another tract, unless the first filing was invalid in consequence of the land applied for not being subject to pre-emption, or by determination of the land against him in case of contest, or from any similar cause which would have prevented him from consummating a pre-emption under his Declaratory Statement.

The assignment of a Pre-emption Claim is null and void, and vests no right or equities in the assignee.

A person having "filed" on a tract of land and afterwards relinquished the same to the Government, has thereby forfeited his right to file again for another tract. A party owning three hundred and twenty acres of land anywhere in the United States cannot exercise the right of pre-emption.

Each qualified pre-emptor is entitled to enter one hundred and sixty acres of either minimum or double minimum lands subject to pre-emption by paying the Government price, \$1.25 per acre for the former class, and \$2.50 per acre for the latter class.

Final proof and payment cannot be made until the party has actually resided upon the land for a period of at least SIX MONTHS, and made the necessary cultivation and improvements to show his good faith as an actual settler. This proof can be made by one witness.

The second method of obtaining title to public lands within the Union Pacific Railroad Grant, is by the

HOMESTEAD ACT OF MAY 20TH, 1862.

By this Act, "Any person who is the head of a family, or who has

arrived at the age of twenty-one years, and is a citizen of the United States, or who shall have filed a Declaration of Intention to become such, and who has never borne arms against the United States Government, or given aid and comfort to its enemies, shall be entitled to enter one quarter section, or a less quantity of the unappropriated public lands."

Within the limits of the Union Pacific Railroad Land Grant the price of Government Land is \$2.50 per acre, and the amount allowed for a Homestead is restricted to eighty acres. Exception, however, is made in the case of a soldier who served at least ninety days in the war of the rebellion and was honorably discharged, he is entitled to one hundred and sixty acres of \$2.50 lands, but must in all other respects comply with the requirements of the Homestead Act.

To obtain Homesteads, the party must, in connection with his application, file an affidavit that "he is the head of a family, or over the age of twenty-one years, and a citizen of the United States, or has declared his intention to become such; that said entry is made for the purpose of actual settlement and cultivation; that said application is made for his own exclusive benefit and not directly nor indirectly for the benefit or use of any other person or persons whomsoever." This affidavit may be made before the Register or Receiver of the Land Office or before the Clerk of the Court of the county in which the party is an actual resident. When made before the County Clerk it must receive his official seal.

On filing the application and affidavit and paying the required fee and commissions (\$14.00) the entry will be permitted.

"No certificate will be given, or patent issued until the expiration of five years from the date of said entry, and if at the expiration of said time, or at any time within two years thereafter, the person making such entry, or if he be dead, his widow, or in case of her death, his heirs or devisee, or in case of a widow making such entry, her heirs or devisee in case of her death, shall prove by two credible witnesses, that he, she, or they have resided upon and cultivated the same for five years immediately succeeding the date of filing the affidavit, and shall make affidavit that no part of said land has been alienated, and that he has borne true allegiance to the Government of the United States, then he or she if at that time a citizen of the United States, shall be entitled to a patent as in other cases provided

by law." In case of the death of both parents leaving minor children, the land may be sold for cash for the benefit of such heirs and the purchaser will receive a title from the United States.

Lands entered under the Homestead Act are exempt from taxes and liability for debts contracted prior to the issuing of the patent therefor.

When a Homestead settler has failed to commence his residence upon the land so as to enable him to make a continuous residence of five years within the period (seven years) limited by law, he will be permitted upon filing an affidavit showing sufficient reasons for his neglect, to date his residence at the time he actually commenced such inhabitancy, and will be required to live on the land five years from said date, provided no adverse claim has attached to said land, and his affidavit is supported by the testimony of disinterested witnesses.

In case of the death of a Homestead settler, who leaves a widow and children, should the widow again marry and continue her residence and cultivation upon the land entered in the name of her first husband, she will be permitted to make final proof as the widow of the deceased settler, and the patent will issue in the name of his heirs.

When a widow or single woman has made a Homestead Entry and thereafter marries a person who has made a similar entry on another tract, it is ruled that the parties may select which tract they will retain for permanent residence, and will be permitted to enter and pay for the other tract on making proof of residence and cultivation up to the date of marriage. They cannot continue to hold both tracts as Homesteads.

If a Homestead settler does not wish to remain five years on his land, the law permits him to pay for it with cash or warrants, upon making proof of settlement and cultivation from the date of entry to the time of payment.

This proof must be the affidavit of the party, corroborated by the testimony of two credible witnesses.

The sale of a Homestead claim by one settler to another before completion of title is not recognized by the General Land Office, and not only vests no title or equities in the purchaser but would be *prima facie* evidence of abandonment and give cause for the cancellation of the claim.

The law allows but *one Homestead privilege*. A settler relinquishing or abandoning his claim cannot thereafter make a second Homestead Entry.

A person having made settlement on a surveyed tract and filed his pre-emption declaration therefor, may change his filing into a Homestead, provided no adverse claim has attached to the land.

There is another class of Homesteads designated as "Adjoining Farm Homesteads." In these cases the law permits an applicant *owning and residing* on an original farm, to enter other land lying

contiguous thereto, which shall not with such original farm exceed in the aggregate one hundred and sixty acres. Thus, for example, a party owning and residing upon eighty acres may enter eighty acres additional of \$1.25, or forty acres of \$2.50 land, if vacant land can be found contiguous to his farm. In such cases the settler must describe in his affidavit the tract he owns and lives upon. Actual residence upon the tract entered as an adjoining farm is not required, but *bona fide* improvement and cultivation of it must be shown for five years.

The right to a tract entered under the Homestead Law, commences from the date of the entry in the District Land Office, and not from date of personal settlement upon the land as in the case of a pre-emption claim.

When an individual has made a mistake in the description of the land he desires to enter as a Homestead and wishes to amend his application, he will be allowed to do so upon making affidavit, sustained by the testimony of disinterested witnesses, setting forth the facts and proving that he is residing and has valuable improvements upon the tract he first intended, and now desires to enter.

In making final proof, the Homestead party *must appear in person* at the Land Office, and there make the affidavit required of him by law in support of his claim. When from physical disability, distance or other good cause, the witnesses of said party cannot attend in person at the Land Office, their testimony in support of the claim may be taken where they reside, before an officer authorized to administer oaths. Their testimony must state the reason of their inability to attend at the Land Office, and the credibility and responsibility of the witnesses must be certified by the officiating magistrate, whose official character must be certified under seal. This testimony must be filed in the Land Office with the affidavit of the Homestead party. At the time of making final proof the Homestead party must be a citizen of the United States. A declaration of intention to become such is not sufficient.

A Homestead settler must make the tract entered his *actual residence and home*. A temporary occupancy of a few days during each six months will not entitle one to the benefits of the Homestead Act; and a change of residence or an abandonment of his claim for six months at any time before the expiration of the five years is sufficient cause for the cancellation of his entry.

A settler may relinquish his Homestead to the United States by surrendering his duplicate, with his relinquishment endorsed thereon, or if the duplicate has been lost, that fact should be stated in the relinquishment duly signed and acknowledged.

Where application is made for the cancellation of a Homestead on the ground of abandonment, the complainant must file his affidavit with the local land officers, setting forth the facts on which his allegations are founded, describing the tract and giving the name of the

settler and the date of his entry. The officers will then set apart a day for a hearing, giving all parties interested due notice of the time and place of trial. The testimony of two witnesses is required to establish the abandonment of a Homestead entry. The expenses incident to such contest must be defrayed by the contestant.

In case of contest or relinquishment, another entry of the land cannot be made until the cancellation is ordered by the Commissioner of the General Land Office, and the fact that a party has instituted proceedings and paid the expenses incident to a contest, gives him no prior right to the tract in question, which is open to entry by the first qualified applicant.

A party, who has made final proof, or commuted his Homestead, or relinquished the same, is not thereby disqualified from exercising the right of pre-emption, nor is a person excluded from the benefits of the Homestead Law because he has heretofore availed himself of the right of pre-emption.

The law allows a Homestead settler six months from the date of his entry in which to erect his house and commence his actual residence upon the land.

The fees to be paid at the District Land Office are as follows :

Filing Declaratory Statement.....	\$ 2.00
Making Homestead Entry.....	14.00
Final Homestead Proof.....	4.00

In making payment with Land Warrants the following fees must be paid :

40 Acre Warrant.....	\$1.00
80 " "	2.00
120 " "	3.00
160 " "	4.00

These Warrants may be used in payment of \$2.50 lands, by paying in addition to the Warrant \$1.25 per acre—the warrant being in satisfaction of only so many acres at \$1.25 per acre as are contained in the tract located. Hence, to enter with a Warrant one hundred and sixty acres of \$2.50 lands would require a one hundred and sixty acre Warrant and \$200.00 in cash.

A large amount of public land included within the limits of the Union Pacific Railroad Land Grant is vacant and subject to the operation of the Homestead and Pre-emption Laws.

By a careful examination of the foregoing pages, settlers may learn the manner in which they may acquire a perfect title to these lands without incurring the delay and expense of a visit to a United States Land Office.

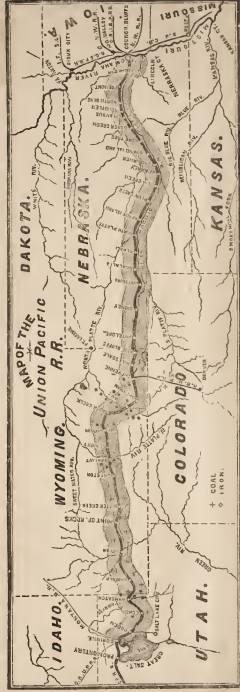
UNION PACIFIC RAILROAD

Time Table No. 25, Sept. 25th, 1870.

Boston to Omaha, 64 Hours New York to Omaha, 62 Hours.
Philadelphia to Omaha, 58 Hours Washington to Omaha, 60 Hours.
Chicago to Omaha, 22 Hours

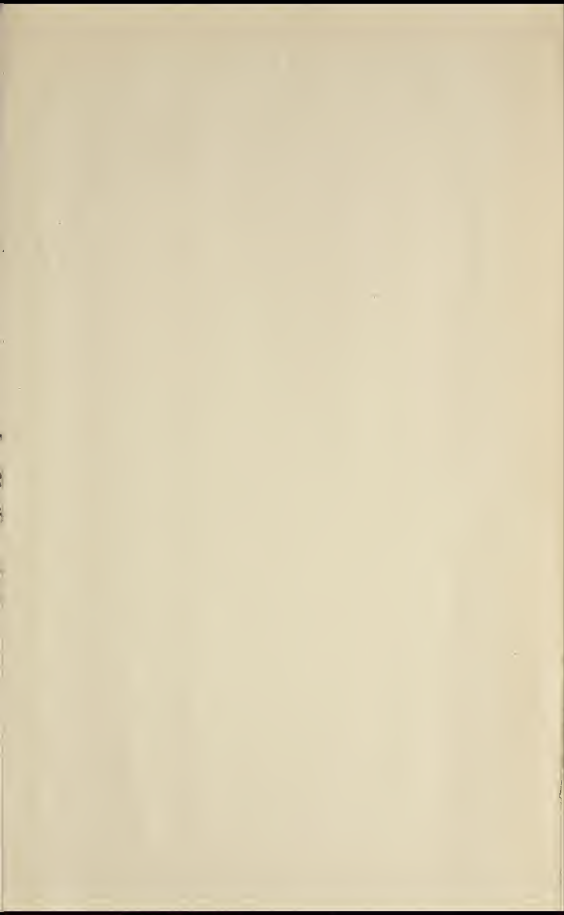
BOUND WEST.		Distances from Omaha.	NAMES OF STATIONS	Distances from North Platte.	BOUND EAST.	
No. 7—Mixed.	No. 3—Daily Ex.				No. 4—Daily Ex.	—Mixed
6.00 P. M. Lv.	8.45 A. M. Lv.		OMAHA	291.0	3.00 P. M. Ar.	5.30 P. M. Ar.
.....	12.45 P. M.		MISSOURI RIVER		2.35.....
6.05.....	1.30.....		NINTH STREET		2.50.....	5.20.....
6.25.....	*1.40.....	4.2	SUMMIT SIDING	286.8	*2.10.....	5.00.....
6.50.....	1.55.....	9.5	GILMORE	281.5	1.55.....	4.30.....
7.15.....	2.10.....	14.5	PAPILLION	276.5	1.40.....	4.05.....
8.30.....	2.50.....	28.9	ELKHORN	262.1	1.00.....	2.50.....
9.05.....	3.15.....	35.2	VALLEY	255.8	12.35.....	2.00.....
0.00 Ar. } 1.30 Lv. }	3.45.....	46.5	FREMONT	244.5	12.45 P. M. Lv. } 11.45 "Ar. }	1.00 } 12.20 } P. M.
11.00.....	*4.05.....	53.5	KETCHUM	237.5	*11.25.....	11.45 A. M.
11.40 P. M.	4.52.....	61.5	NORTH BEND	229.5	11.05.....	11.05.....
12.50 A. M.	5.00.....	75.9	SCHUTLER	215.1	10.25.....	9.45.....
1.30.....	*5.20.....	83.7	RICHLAND	207.3	*10.05.....	9.10.....
2.10.....	5.40.....	91.7	COLUMBUS	199.3	9.42.....	8.30.....
2.45.....	6.00.....	99.2	JACKSON	191.7	9.22.....	7.55.....
3.30.....	6.30.....	109.4	SILVER CREEK	181.6	8.55.....	7.05.....
4.25.....	7.00.....	120.7	CLARK'S	170.3	*8.25.....	6.10.....
5.20.....	7.30.....	131.9	LONE TREE	159.1	7.57.....	5.20.....
6.10.....	*8.00.....	142.3	CHAMAN'S	148.7	7.30.....	4.30.....
7.00 A. M. Ar.	8.30 P. M. Ar.	153.8	GRAND ISLAND	137.2	7.00 A. M. Lv.	3.40 A. M. Lv.
7.45 A. M. Lv.	9.00 P. M. Lv.	153.8	GRAND ISLAND	137.2	6.40 A. M. Ar.	3.00 A. M. Ar.
8.25.....	*9.22.....	161.5	PAWNEE	129.5	*6.18.....	2.25.....
9.15.....	9.50.....	172.1	WOOD RIVER	118.9	5.48.....	1.35.....
10.10.....	*10.20.....	182.9	GIBSON	108.1	*5.18.....	12.40 A. M.
10.50.....	10.42.....	191.3	KEARNEY	99.7	4.55.....	12.00 night...
11.40 A. M.	11.10.....	201.2	STEVENSON	89.8	4.30.....	1.10 P. M.
12.30 P. M.	11.40 P. M.	211.5	ELM CREEK	79.5	4.05.....	10.20.....
1.25.....	*12.05 A. M.	220.5	OVERTON	70.5	3.40.....	9.30.....
2.00 Ar. } 2.15 Lv. }	12.30.....	230.3	PLUM CREEK	60.7	3.13.....	8.45 Lv. } 8.30 Ar. }
3.00.....	*12.58.....	240.4	CAYOTE	50.6	*2.47.....	7.40.....
3.50.....	1.23.....	250.1	WILLOW ISLAND	40.9	2.20.....	7.00.....
4.40.....	1.50.....	260.4	WARREN	30.6	1.50.....	6.05.....
5.25.....	2.15.....	268.4	BRADY ISLAND	22.6	1.25.....	5.25.....
6.10.....	2.40.....	277.5	MCPHERSON	13.5	1.00.....	4.40.....
7.20 P. M. Ar.	3.15 A. M. Ar.	291.0	NORTH PLATTE		12.25 A. M. Lv.	3.30 P. M. Lv.

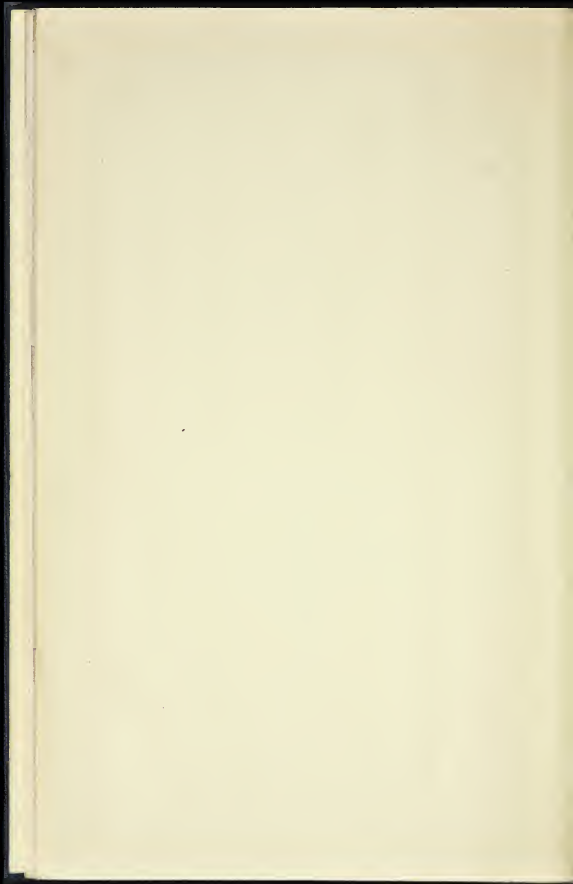
UNION PACIFIC RAILROAD LAND GRANT BONDS



CAN BE PURCHASED AT A LARGE DISCOUNT.

Taken at Par in Payment for Lands,
119 *July 1890*
W. Wall





APR 18 1943

